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Hongkong, 16th November, 1889. 44

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A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTHS.

At Singapore, on the 2nd August, the wife of
T. D. CANNING, of a daughter.
At "Burwood," Singapore, on the 3rd August,
1900, the wife of G. A. KESTING, of a son.
At 30, Broadway, Shanghai, on the 4th August,
the wife of ROBERT LEWIS, of a daughter.

MARRIAGES.

On the 2nd August, at the Cathedral of the
Good Shepherd, Singapore, by the Rev. Father
Rivet, WILLY HASENBALD, only son of Theodor
HASENBALD, of Hamburg, to ALBINA LAGOMARSINO,
only daughter of the late Luigi LAGOMARSINO, of
Genoa, Italy.
At Holy Trinity Cathedral, Shanghai, on the
3rd August, at 5.30 p.m., Miss I. A. BOVEY,
daughter of Mr. W. BOVEY, "Shanghai," Bovey
Tracy, Devon, England, to the Rev. DONALD
MCGILLIVRAY, M.A., B.D., of the Canadian Pres-
byterian Mission.

DEATH.

On the 31st July, 1900, at Kienking, nine days
after his father's death, ARTHUR BERTRAM, only
and dearly loved son of the late W. B. WALTER,
of the I.M. Customs, aged 3 years. Accidentally
drowned.

The Daily Press.

HONGKONG, August 13th, 1900

It is with mixed feelings that the messages
will be read which we publish to-day in an-
other column from Sir CLAUD MACDONALD
and Mr. CONGER to their Consuls at Can-
ton. It is satisfactory that there is once
more a possibility of receiving ungarbled
and undoubtedly authentic despatches from
the besieged garrison at Peking. Moreover,
it is now possible that messages may get
through to the Legation from Canton, the
Imperial Chinese Telegraph Service having
expressed its readiness to accept such mes-
sages at sender's risk and to attempt to
forward them by courier via Tientsin to
the capital. But the purport of the two
messages received in Canton on Saturday
affords none too much of comfort to the
anxious. Sir CLAUD MACDONALD announces
on the 6th inst. that there was ten days' food
supply in the Legation. On the 21st ult.,
as will be seen from the message received in
Tientsin on the 27th ult., the text of which
we reproduce elsewhere from our Shanghai
morning contemporary, he reported that
there remained only food sufficient for a
fortnight at most. Presumably, therefore,
a small extra supply was got in, or else
economy enabled the available stock to be
spread out over a longer time. But even if
there be sufficient food to last to the 16th

inst., i. e. next Thursday, it will be seen
that both Ministers do not exaggerate affairs
when they say "Situation desperate." Sir
CLAUD records a fresh Chinese offer to
escort the garrison to Tientsin, but signifi-
cantly adds: "Remembering Cawnpore we
refuse offer." Even if the Chinese authori-
ties make the offer in good faith—which no
one is likely to believe—they could not guar-
antee a safe conduct through the hordes of
the worst ruffians in the Empire which hold
the country between Peking and the advance
guard of the Relief Force, now we trust
well on its way forward from Yangtsun
toward its goal in the capital. Mr. CON-
GER's message ends, more hopefully than
our own Minister's, with the promise to
hold on indefinitely, whatever happens. But
this is beyond the power of the Ministers of
the Powers to promise. It depends on the
half-heartedness of the Chinese-Manchu
troops, and, as we said on Saturday, on the
chance of disunion among the authorities at
Peking, whether the Legation can hold out
much longer. There are not wanting many
to prophesy that a collapse of the enemy
will now take place; but to judge by the
exceedingly sanguinary struggle at Yang-
tsun on the 8th instant, such optimism
hardly seems warranted. It is better, how-
ever, that the soldiery and "Boxers" should
remain to oppose the Relief Force than that
they should fall back on Peking and try to
wreak their vengeance on the little garrison
of Europeans, Americans, and Japanese
there. It is impossible to predict what will
happen, but the defence of the British Leg-
ation for these many weeks has been so
wonderful an affair that it seems hardly too
much to hope that the extreme anti-foreign
party has abandoned its belief in the invul-
nerability of the *I Ho Chuan* for a better-
founded respect for the courage of the
foreigners.

During the 24 hours preceding noon on Satur-
day there were reported six fresh cases of plague
and six deaths.

The appointment by Her Majesty the Queen
of the Hon. J. J. Kewick to be Unofficial
Member of the Executive Council of Hongkong
is notified in the *Gazette*.

It is notified in the *Gazette* that the Sanitary
Board at a meeting held on the 2nd instant de-
clared the City of Victoria and those portions
of the Kowloon Peninsula which were previous-
ly declared to be infected with Bubonic Plague
to be no longer so infected.

At the Magistracy on Saturday Mr. Haz-
land complimented Chinese Constable No. 249
on his arrest of a suspicious-looking character
on Friday midnight. He saw a man standing
in a doorway in Queen's Road West, and on
going up to him and examining him found he had
on him a couple of fighting irons. He took
him into custody, and he was fined \$100 or three
months.

The following appointments are notified in
the *Gazette*:—Mr. J. Dyer Ball to be Acting
Inspector of Schools during the absence on
leave of Mr. A. W. Brevin; Mr. A. H. Hollings-
worth to be Acting Executive Engineer,
P.W.D., during the absence of Mr. J. R. Crook;
Messrs. H. W. Slade and A. Bryer to be mem-
bers of the Church Body in place of Messrs.
K. R. Hardcastle and J. R. Crook, resigned.

The *France Militaire* states that the despatch
of four batteries of Marine Artillery to China
offered a good opportunity to put the new
French 75 gun, which is said to be of rather
delicate construction, to the test of hard wear
and tear. Instead of this, the Minister of
Marine has sent four batteries of 32-inch
mountain guns of an old type. The reason
given for this is that the guns sent are considered
good enough for a conflict with non-European
troops.

An fire broke out in the Arsenal Yard on
Friday evening, which, but for the energy dis-
played by some of the workmen, might have had
most serious consequences. The outbreak took
place in No. 9 store room, which is filled with
fuses and other highly inflammable goods. Some
empty cartridge-boxes and several boxes of
fuses caught fire. The watchman gave the
alarm at once and the City Fire Brigade was
summoned; but fortunately were the Brigade
arrived on the scene the fire had not had time
to spread much, and the flames were ex-
tinguished.

The following are the returns of the average
amount of bank notes in circulation and of
specie in reserve during the month ended 31st
June:—

Banks.	Average Specie in Reserve.
Chartered Bank of India, Australia and China.	\$ 2,693,108 \$1,500,000
Hongkong and Shanghai Banking Corporation.	7,993,354 5,000,000
National Bank of China, Limited.	445,433 150,000
Total.	\$11,121,895 \$6,650,000

Two detachments of the Royal Engineers,
stationed at Chatham, embarked from the Royal
Albert Docks on the 12th ult. on board the P.
and O. transport *Victoria*, for China. The
first party to arrive consisted of three officers
and 38 men, their destination being Hongkong.
They were under the command of Second
Lieutenant T. Cargill, W. A. Kitts, and H. G.
Bingray. The other contingent consisted of 46
men under the command of Lieutenant E. D.
Carr Heron, their destination being Shanghai.
They also embarked three men of Royal Army
Medical Corps, bound for China.

Lieut. Colonel L. E. C. Boyle, of the Hon-
orable Artillery Company of London, left England
on 7th inst. for China.

The 6th Batt. King's Liverpool Regiment,
stationed at Killybegs Camp, Portmoy, has
volunteered for service in China.

The Singapore Football Challenge Cup was
won on the 3rd inst. by the 13th Co. R. A., who
defeated the 35th Co. by one goal to nil.

The Viceroy of India was to leave Simla on
the 30th ult. on a tour in the Bombay Famine
districts and to return to Simla on the 8th inst.

At 8.30 on Friday night there died at Macao
Mr. C. Milisch, a very old resident in that
colony. Mr. Milisch leaves one daughter. The
cause of his death was apoplexy.

The P. & O. Co.'s steamer *Carthage*, hired
hospital-ship, about which we gave some details
in our issue of Friday, left Bombay on Thursday
evening, the 9th instant.

H.M. cruiser *Highflyer* left Port Said for
China on the 13th ult. H.M. cruiser *Argonaut*
left Malta the same day, while the gunboat
Britonart has reached Malta.

Captain A. J. Horsley, of the *Europa*, is to
call at Batavia on his way from Australia, with
a view to the large number of men under his
command being utilised, if necessary, in China.

It is understood in some quarters, says the
Singapore Free Press, that the Hon. J. K. Birch
contemplates retirement, and may probably not
return to the colony on the expiry of his leave.

The *Straits Times* of the 3rd inst. says:—We
hear it rumoured that Kwang Yuwei left Singa-
pore some days ago. He is said to have gone
to China in a British transport with several
Reform friends.

The agent for the Russian Volunteer Fleet
at Singapore last week received a telegram
stating that all steamers of the Russian Volun-
teer Fleet that are in the Far East are being
detained, caused by the troubles in China.

A Capetown telegram states that a number
of Kru boys, attached to the Naval station at
Simonstown, have received orders to proceed to
China immediately, for service with the British
naval forces under Admiral Seymour.

At Shanghai on the 5th inst., as Surgeon
James Stoughton, U.S. Navy, of the U.S.S. *Cu-
tine*, was returning on board about 12 o'clock,
in company with a brother officer, in stepping into
a sampan he slipped and went overboard. A
strong ebb tide was running and he was swept
under some adjacent junks. The officer with
him dived after him, without success. The
body was recovered next day. Doctor Stoughton
served for some time on the U.S.S. *Monocacy*.
He was for three years at the Naval Hospital,
Yokohama, and it has been five years since he
left the United States for duty on this station.

Those on the transport *Jelunga*, now in har-
bour, seem to have had a rather unpleasant time
of it in the Red Sea. The heat was intense,
and a number of her crew were laid prostrate,
while Mr. Martin, the Master-at-Arms, and one
of the stewards, died of heat apoplexy. When
the vessel reached Singapore it became neces-
sary to send several of the ship's company home,
and nearly a dozen were left behind in hospital
at that port. The majority of the men, how-
ever, are in excellent spirits, and it is proposed
to give them two route marches through the
principal streets of Hongkong, one this morn-
ing, and the other to-morrow.

The *Foochow Daily Echo* of the 4th inst.
draws attention to a Consular Notification issued
on the 2nd inst. by Mr. Playfair, publishing a
message from H. B. M. Consul at Shanghai
with regard to the safety of the Peking Legation
inmates on the 18th ult. The *Echo* also contains
the following items:—From Kulung we learn
that tigers are beginning to make their appear-
ance. Three have been seen. One walked off
with a dog from the farm below Mr. Popoff's
bungalow on Monday night, and it is reported
that an old native woman was seized and carried
off from a farm about two miles away on the
Doong Liang road on Thursday night. A prize
presented to the Foochow Gun Club by Mrs.
Lay was won by Mr. J. C. Oswald, after shooting
off two ties. A presentation was made on the 1st
inst. by the Club to Mr. C. L. Horrell in
commemoration of his making the highest pos-
sible score in two Cup matches against Shang-
hai.

The *Cologne Gazette* states that the four Ger-
man battleships—*Kurfurst Friedrich Wilhelm*,
Brandenburg, *Worms*, and *Weissenburg*—ordered
out to China, were put in commission during
1893 and 1894. They are all of the same class
and their full speed is 16 knots. Each carries
coal sufficient for a speed of 10 knots during
450 hours. They will recede in the first place
at Port Said, which is 4,200 miles and finally at
Panama, 8,960 miles, or at Singapore, 9,400
miles, arriving at Taku, 12,600 miles, in about two
months' time, unless the speed is accelerated.

The *Helix* cruiser, which accompanies them, can
only take sufficient coal to carry her 3,530 miles
at the same rate of speed. The complement of
each battleship is 508 officers and men, and that of
the *Helix* 178, making a total of 2,450. A second
division has also been mobilised, consisting of
the battleships *Kaiser Friedrich III.* and the
Kaiser Wilhelm II., each with a radius of action
of 5,000 miles and a complement of 651 officers
and men; and of the battleships *Sachsen* and
Wurtemberg, each with a 3,000 mile radius of
action and a complement numbering 496. The
four battleships are accompanied by the small
cruiser *Jagd*, which can run 2,000 miles without
recoaling and carries 141 officers and men.

Order have been received at Woolwich for
50,000 sand-bags to be despatched to China.
They will be filled with sand or earth, and used
for the purpose of field fortifications and for the
protection of the infantry.

As regards Cadets in the Federated Malay
States service, the *Malay Mail* says, there must
be something wrong with a system leading to
over ten resignations among the Cadets during
the four years which have elapsed since the
competitive system was introduced into the
service.

Information has reached the colony of the
murder of a lady who went by the name of Miss
Wilson, and who resided at Thomas's Grill
Rooms. She recently went to stay at the house
of the proprietor at a place beyond Macao, and
one night last week the house was broken into
by robbers and she was killed.

The Return of Stamp Revenue during the
months of July 1891 and 1900 shows a total
increase of \$11,536.55 on last year. The main
items of increase are:—Probate, or Letters of
Administration, \$5,356.50; Conveyance or As-
signment, \$1,844.00; Adhesive Stamps \$1,108.66;
Charter Party \$1,008.10. There are no notable
decreases, the largest being:—Transfer of
Shares, \$625.00; and Policy of Insurance
\$203.85.

The new Governor of Macao, H. E. Senor
Horta e Costa, accompanied by his staff and
wife and four children, arrived in Hongkong on
Saturday in the Portuguese cruiser *Adamador*,
and left in the same vessel yesterday morning.
He attended a private dinner party at the
Hongkong Hotel on Saturday evening, at which
General Silvano and Lieut. Cavalhaes (who
accompanied him from Portugal), two officials
from Macao, and Consul-General A. G.
Romane and his secretary (Mr. J. J. Leiria)
were present. Senhor Horta e Costa left for
Macao on the *Adamador* at 10 o'clock yesterday
morning.

Orders, says the *Standard*, have been issued
by the War Office to various Departments and
to contractors to prepare for the despatch of
nearly 40,000 men to China. The indents in-
cluded uniform and accoutrement, and arrange-
ments are also being made for transport. Several
of the Government Departments are working
night and day to supply the War
Office demands. The men will be drawn from
India, South Africa, and home, but chiefly
from this country, and there is a suggestion
that more Volunteers shall be asked to go on
active service, probably for the relief of the
Regulars in South Africa.

THE MISSIONARIES.

The Bishop of London has sent the following
letter to a correspondent who wrote asking him
whether there was any foundation for the sug-
gestion that the missionaries in China associ-
ated with the Church of England were in any
way responsible for the present chaos in that
country, and, further, whether any prohibitive
measures which the Power might eventually
adopt in relation to mission work in the Chi-
nese Empire would be allowed to check the mis-
sionary efforts there of the Church of Eng-
land:

It is premature to speculate on future
probabilities as regards China. Things which
are now said are said without any real
knowledge. Unfortunately all missionaries
are classed together. I believe that our mis-
sionaries were careful not to seem to inter-
fere in the internal affairs of the country;
but I am not sure that the same could be said
of all. Lord Salisbury indicated that missionary
work should be carried on at the risk of those
engaged in it, without involving action on the
part of their Governments. With this I quite
agree. The political difficulties which arise from
popular clamour demands that missionaries
should be careful. I do not think that this
is a Christian way of regarding the matter.

The Archbishop of Canterbury, to whom the
same queries were addressed, has caused the
appended letter to be sent:—
I am desired by the Archbishop of Canter-
bury to say that he cannot answer your ques-
tion, as he knows nothing whatever of the in-
tentions of the so-called Powers.

A home contemporary said recently of Sir Claud
Macdonald:—"He is a man of highly strung
nervous temperament, who takes matters very
seriously to heart, and he chafes terribly at re-
fusal, at delays, at contradictory instructions, the
undecided views of his masters, their frequent
changes of policy, joined with the ever vexatious
apathy and dilatoriness of the Chinese authori-
ties. Between the two Sir Claud Macdonald
has been worried into a fever; his health was
never good, and the run home he took a year
back was all too short, for he was hurried out
after enjoying barely six months' leave. Al-
though fault has been found with them by
people on the spot, the short-sighted business
people who never leave their offices and get all
their news second-hand, the trend of public opinion
is all in his favour. Macdonald is a strong man,
especially in his faculty of acquiring influence
over others. It has been said that no one who
has ever represented us at Peking would do so
much with the Taungti Yamen, and this has
been entirely due to the frank charm of his
manner. It was that, no doubt, which gained
him his early advancement. Macdonald, in
the first instance, was serving as a regimental
captain in the 74th Highlanders at Cairo when
he was attached to the British Embassy for
military duty. He won golden opinions from
Lord Cromer, and was presently passed on to the
police. From that he was chosen to act as Con-
sul at Zanzibar, and then again he was sent to
the Oil Territory in the Niger State. It was
after the latter work that he came across Lord
Salisbury, and made a complete conquest of the
Prime Minister. Since then Lord Salisbury
has been his devoted patron and friend."

LATEST STEAMER MOVEMENT.

The steamer *Brand*, from New York, left
Manila for this port direct on the 11th inst.
at 10 a.m.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 12th August, 8.50 p.m.

PRESSURE ON SZECHUAN VICE-ROY
TO DRIVE OUT FOREIGNERS.

Chungking telegraphs to-day that the
Viceroy is in receipt of stringent orders
from Peking forcing all foreigners to leave
Szechuan promptly.

PERILOUS SITUATION AT
CHUNGKING.

There is a gathering rabble of soldiery at
Chungking. Bishop Cassels and sixty re-
fugees are expected daily at Chungking.
Assistance is urgently required there.

EMPRESS DOWAGER TO BE
PROTECTED.

It is reported that the Hunan troops who
were going to Peking have been diverted to
Shensi to protect the Empress Dowager.

MESSAGES FROM PEKING TO
BRITISH AND UNITED STATES
CONSULS AT CANTON.

The British Consul at Canton, Mr. B. C. G.
Scott, received a cypher message on Satur-
day, from Sir Claud Macdonald, dated
Peking, 6th August, saying:—"Our situation
here is desperate. In ten days our food supply
ends, and unless we are relieved general
massacre probable. Chinese offer to escort
us to Tientsin, but remembering Cawnpore,
we refuse offer. Over two hundred women
and children in this Legation."

On the same morning at 11 a.m. Mr. R. M.
McWade, U. S. Consul at Canton, also
received an authentic cypher from Minister
Conger, dated Peking, 6th August, to the
following effect:—"Besieged by Imperial
army. Situation desperate. Our loss sixty
killed, one hundred wounded. Some sick-
ness, but general health prevails. Will
hold on indefinitely, whatever the result."

THE WAR IN SOUTH
AFRICA.

LONDON, 9th August, 7.15 p.m.

CAPTURE OF ELANDS RIVER
GARRISON FEARED.

Lord Roberts fears that Commandant
Delarey has captured the garrison of 300
men at Elands River. General Carrington
was too late to save them.

LORD METHUEN ENGAGED WITH
DE WET.

Commandant De Wet has crossed the
Vaal River. Lord Methuen is engaged with
part of his force driving the Boers off a
succession of hills obstinately held near Ven-
ters Kroon. Lord Kitchener is crossing
the Vaal with the Mounted Infantry.

THE BOER PRISONERS.

General Hunter reports 4,140 prisoners
at Bethlehem and Harrismith. The majority
have started for Ceylon. Three guns and
4,000 horses were also taken.

GREAT DESTRUCTION OF BOER
MILITARY STORES.

Ten loads of ammunition were destroyed
at Nauwport, 180,000 rounds of ammu-
nition at Caledon Valley, 15,000 rounds at
Fouriesburg.

REUTER'S SERVICE.

LONDON, 9th August.

THE CRISIS IN CHINA—COMMANDER
IN CHIEF OF THE ALLIED
FORCES.

The *Koelnische* announces that Field Marshal
Count Waldersee has been appointed Comman-
der-in-chief of the allied forces in China.

PREPARATIONS AT WOOLWICH.

Large quantities of war stores are being
prepared at Woolwich for shipment to China.
HONGKONG AND THE CRISIS.

Mr. Goschen, in answer to a question in the
House of Commons, said that the reserve of
coals and other stores at Hongkong had received
the most earnest attention of the Government.

THE EXPORTATION OF ARMS
TO CHINA.

A royal proclamation in the *Gazette* prohibits
the export of arms and ammunition to China.
PARLIAMENT PROLOGUED.

THE WAR IN SOUTH AFRICA.

Commandant De Wet and Mr. Steyn are
reported at Schoemansdrift. General Kitchener
is closing round them.

Heavy fighting took place at Elands River
on the 5th and 6th inst., no particulars of which
are to hand. The Boers have occupied Springs,
an important junction commanding the coal
fields.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

On Saturday the transport *Nizam* arrived in
the harbour, having left Calcutta on the 29th
ult., with a British officer, and 3 followers of
the 1st Madras Pioneers, 38 followers of the
Native General Hospital, 147 followers and
325 transport mules, and details. The British
officers on board were Captains Goodwin, Bruce,
and Tweedell. The *Nizam* left again yesterday.

H. M. gunboat *Lizard* left for Foochow on
Saturday.
The transport *Natch* sailed for India on the
same day. The *Warora* returned from
Taku yesterday.

The Italian armoured cruiser *Vettor Pisani*,
which arrived on Saturday morning, is of 6,500
tons, 13,000 i. h. p. Her armour is 6 in. H.S.,
belt and gun position, 14 in deck; guns, twelve 6
in. Q.F., six 6.5 in., two 2.5 in., ten 2.2 in., ten 1.4
in., two maxims; torpedo-tubes 5; speed 20
knots.

The Portuguese transport *Cazengo* arrived
on the 11th and left for Macao on the 12th.

COMMUNICATION WITH PEKING.

The Telegraph Companies on Saturday issued
the following Express:—
The Imperial Chinese Telegraph Adminis-
tration notifies us as follows:—"Since despatches
have come through safely at different times
from Peking via Tientsin by couriers, attempts
will be made to forward on messages for Peking
by same route at ordinary rate plus three dollars
(\$3.00) for courier service. Messages, however,
will be subject to delay and are only accepted
at sender's risk."

THE RELIEF COLUMN.

[FROM OUR SPECIAL CORRESPONDENT.]

PREPARING FOR THE ADVANCE.

Tientsin, 27th July.

We are preparing for the advance on Peking.
The 12th Field Battery arrived yesterday and
are to move out to-morrow, taking eight days
provisions with them. Their horses are fine
cattle and look very fit for work. The Bengal
Lancers are expected in to-morrow and the
Goorkhas to-day, so that we have even now a
respectable British force on the spot. A Pan-
jab Infantry regiment attracts considerable
attention from everyone, on account of their
uniform, which is similar to that of our High-
land Regiments. Their Band, which consists
of bagpipers, fifes, and drums, discourses sweet
music occasionally and attracts good audiences,
a great relief to the whizzing of bullets and
screaming of bursting shells.

The weather is intensely hot, almost unbearable,
and the flies must give points to those of
Pharaoh's plague for numbers and annoyance,
attracted no doubt by the numerous dead bodies
that still remain unburied. Four of the *Ter-
rible*'s twelve-pounders, and one or two 4 inch
manned by the *Farjeure*, are to accompany the
force when they advance, the guns having been
placed on board of lighters for the first part of
the journey. No opposition is expected for a
good distance. The army artillery will march
with the columns.

The British General commanding and an-
other general have just arrived with their
staffs, and I have just learned that the advance
is to take place on the 30th inst.

HASTENING FORWARD.

28th July.

The 1st Sikhs arrived here last night from
Taku, and we expect the Goorkhas and Lancers
every hour. The Generals are anxious to make
a forward move and preparations are hurriedly
being pushed forward. The Japanese are to
leave to-morrow if possible, for a reconnaissance
and to test the enemy's positions and to hold them
clear of the river. They are reported in strong
force about 13 miles from here. Yesterday a run-
ner came through from Peking to the effect
that there are 40 wounded there. All Euro-
peans are living on mule-flesh, etc., but other-
wise all right. The Chinese had also entrenched
themselves 18 miles from here. But the
statement cannot be relied upon.

Later.

I have just heard that the Japanese forces
have been repulsed, losing 28 killed.

WEIHAIWEI.

NEW ADVERTISEMENTS

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Office of the General Managers on MONDAY, August 27th, at 4 o'clock P.M., for the purpose of receiving the report of the Managing Committee and Statement of Accounts to July 31st, 1900.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE is hereby given that the REGISTERS of SHARES in the above Company will be CLOSED from MONDAY, August 13th, to the 27th day of August (both days inclusive), during which period no Transfer of Shares can be registered.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1900. [2196]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (MONDAY), the 13th August, 1900, at Noon, at their Salerooms, 10-12, House Street, 35 CASES, CONDENSED MILK, 28 BAGS SUGAR, 10 CASES CHAMPAGNE.

A Quantity of FANCY ARTICLES, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th August, 1900. [2197]

PUBLIC AUCTION.

IMPORTANT LAND SALE.

THE Undersigned have been favoured with instructions to sell by Public Auction, on TUESDAY, the 21st August, at 3 P.M., on the Spot, The remaining portion of Kowloon Inland Lot No. 549, containing approximately about 16,799 square feet.

The Lot is exceptionally well situated, a few minutes' journey from the Ferry, with a Frontage on the Cameron Road.

For full particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 13th August, 1900. [2198]

GOVERNMENT BILLS.

TENDERS FOR SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the District Paymaster, Army Pay Department, until 11 A.M. on WEDNESDAY, the 15th instant.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the District Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

P. S. DYSON, Captain, District Paymaster, China.

Her Majesty's Treasury Office, Fletcher Street, Hongkong, 11th August, 1900. [2194]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Tigre*, and Bordeaux ex s.s. *Ville de Cotte*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 12th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 20th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 12th August, 1900. [2]

THE HONGKONG WEEKLY PRESS is now ready and contains:—

Leading Articles:—

The Advance on Peking.

The Status of Hongkong and Chinese Taxation.

The Kowloon Reservation Question.

Water Storage and the Sanitary Board.

The China Relief Fund.

The Crisis: Telegrams.

Legislative Council.

Supreme Court.

The Death of the Duke of Saxe-Coburg-Gotha.

The Crisis in China.

The "Cheong Yuen" Piracy Case.

NEW ADVERTISEMENTS

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship "AIRLIE," Captain George, will be despatched as above on WEDNESDAY, the 15th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th August, 1900. [2193]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SUATOW, AMOY, AND TAMSUI.

THE Company's Steamship "MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 19th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th August, 1900. [15]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 11th August, 1900. [10]

PUBLIC COMPANIES.

NOTICE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

A MEETING of this COMPANY'S DEBENTURE HOLDERS will be held at the Company's Office, No. 2, Connaught Road, Hongkong, THIS DAY (MONDAY), the 13th August, 1900, at 12.15 O'CLOCK, P.M.

DEACON & HASTINGS, Solicitors for the Trustees.

Hongkong, 4th August, 1900. [2143]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this Day declared an INTERIM DIVIDEND of 2½ per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividend Warrants payable on SATURDAY, the 18th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 18th inst., both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 2nd August, 1900. [2128]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1900.

By Order of the Board of Directors.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th July, 1900. [2030]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th August, to the 18th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th July, 1900. [2091]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 20th August, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 20th August, both days inclusive.

By Order of the Board of Directors.

THOS. L. ROSE, Secretary.

Hongkong, 28th July, 1900. [2098]

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 per Cent. or \$1.20 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held THIS DAY, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after Wednesday, the 8th August, 1900.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 7th August, 1900. [2169]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at East Point at Moderate Rates.

W. M. PARLANE, Manager.

Hongkong, 17th February, 1899. [189]

AUCTIONS

GOVERNMENT NOTIFICATION.

No. 444.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 13th day of August, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th August, 1900. [2170]

Particulars and Conditions of the Letting by Public Auction, to be held THIS DAY (MONDAY), the 13th day of August, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Fire Lots of Crown Land at Mong Kok Tsi, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.
1.	Kowloon Island.	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
2.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
3.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
4.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
5.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
6.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
7.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
8.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
9.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25
10.	"	50' 0" x 15' 0" x 15' 0" x 15' 0"	0.2500	100	10,000	0.25

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED, on MONDAY, the 20th August, 1900, at 3 P.M., on the Spot, the following VALUABLE PROPERTY, viz:—

Inland Lot No. 910, Yamnati, divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

And Inland Lot No. 911, Yamnati, adjacent to the above, also divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

The above will be offered in 34 lots, each of which contains 750 sq. ft. and is suitable for the erection of one Chinese House.

Terms of Sale and full particulars can be had on application to the Undersigned.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th August, 1900. [2191]

FOR SALE.

A FEW OF THE FAMOUS HUMBER BICYCLES.

LADIES' AND GENTLEMEN'S.

Price \$140

WM. SCHMIDT & CO., Beaconsfield Arcade.

Hongkong, 16th June, 1900. [2113]

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1521]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Bots, as Foul WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W. J. W. KEW & CO., STEAM WATER BOT COMPANY.

Hongkong, 9th October, 1895. [1763]

CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

H. F. CARMICHAEL, B. J. BARLOW.

Hongkong, 1st June, 1898. [1637]

W. B. EWE & CO.

SOME NEW PICTURES.

Our Brothers from over the Sea, "Engraving," "Platotype," "3.50."

A Sportswoman in India, by Isabel Savory 3.50

New Volume Academy Pictures, 1900 3.50

Russia on the Pacific and the Siberian Railway, by Valdimir 3.00

Chinese Characteristics, by Smith 3.00

The Real Chinaman, by Holcombe 3.50

Templeton's Work-Shop Companion (Modernized) 1.50

Macaulay's Essays 35

Westward Ho, by Kingsley 35

A Book for Fortune, by Guy Boothby 1.50

Lord Edward Fitzgerald, by Bodkin 1.50

Little Anna Mark, by Crockett 1.25

Agatha Webb, by A. K. Green 75

A Book Outlander, by Nat Gould 75

Let us Forget Them 75

23 & 25, Queen's Road, Hongkong. [31]

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,500,000

RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS.

N. A. SHER, Esq.—Chairman.

R. SHEWAN, Esq.—Deputy Chairman.

E. Goetz, Esq.

Hon. R. M. Gray

A. Haupt, Esq.

Hon. J. J. Kewick

D. Meyer Moss, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.

MANAGER: Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 1st June, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL £1,000,000

PAID-UP CAPITAL £ 324,374

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

- PAUL BREWITT.**
2, Zealand Street, Auctioneer, Appraiser
and Commission Agent.
- HUGHES & HUGH.**
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.
- GEO. P. LAMBERT.**
Auctioneer, Valuer and Goods Broker,
Duddell Street.
- V. I. REMEDIOS.**
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING.

- STAG HOTEL.**
148 and 150, Queen's Road Central,
Comfortable and Cheap.
- THE WESTERN HOTEL.**
Excellent Accommodation, \$2.50 per day,
90 and 92, Queen's Road West.

BOOKBINDING

- "DAILY PRESS" OFFICE.**
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

- W. BREWER & CO.**
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

- KANG ON.**
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

- THE PHARMACY.**
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.
- THE VICTORIA DISPENSARY.**
Chemists and Druggists, High-class Aca-
demic Waters, Dealers in Photographic
Requisites, Queen's Road.
- WATKINS, L.D. APOTHECARIES' HALL, 66,**
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

- KUHN & KOMOR.**
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.
- KWONG HING.**
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

- WONG HONG.**
Surgeon Dentist, 50, Queen's Road Central.
- WONG TAI FONG.**
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPEES

- ABRAHAM ELLIS & CO.**
Milliners, Silk Mercers, Haberdashers.
Low Prices, 37, 39, Wellington Street.
- SEE WOO.**
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

- SPERRY FLOUR COMPANY.**
Merchants, San Francisco.
Eastern Branch, Pudding Street.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

- A CHEE & CO., Established 1859.**
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG.

- Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

- THE MUTUAL STORES.**
SUR-AGENTS LIPSON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

H. TIE.

- Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream, 16, D'Aguiar
Street.

JEWELLERS

- KANG LEE & CO.**
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.
- MAISON LEVY HERMANOS.**
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hiole.
- SUN SHING, Established 1840.**
Silks, Gowns, Crêpe-Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

WAB LOONG.

- Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Caricatures, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

- EASTERN ACETYLENE LIGHTING
COMPANY.** Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

- WOODS & CO.**
Duddell Street, Agents for American and
European Export Houses.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

- E HING.**
Enlarging, Developing, Printing, Mod-
els, 20a, Queen's Road-East.
- MEE CHEUNG.**
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Dorel-
opment Works, Amateurs' Requisites.
- M. MUMBYA, JAPANESE ARTIST.**
Bromide and Crayon Enlargements. Work
done for Amateurs; 8a, Queen's Road, Cl.
- YEE CHUN.**
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.
- H. YERA.**
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wanchai
Amateurs' Requisites a Specialty.

PRINTING

- "DAILY PRESS" OFFICE.**
Proofs read by Englishmen.

RAFFAN FURNITURE

- KWONG TAI LOY.**
Rattan Furniture, Bamboo, Blinds, Mat-
tresses all Colours, 18, Praya Central.

SILK GOODS DEALERS

- DHUNAMAL CHELLARAM.**
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

- THE GLOBE (TRUNK) FORUSING.**
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.

- SINGEER & CO.**
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail, 122, Queen's
Road Central and 123, Wellington St.

- WASSIAMULL ASSOMULL.**
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

- FR. BLONCK.**
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road, Central.

STOREKEEPERS

- F. BLACKHEAD CO.**
Navy Contractors, Shipchandlers, Sail-
makers, Provision and General Merchants,
Praya Central, next Hongkong Hotel.

- KWONG SANG & CO.**
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 68, Praya Central.

- MORE & SEIMUND.**
Shipchandlers, Sailmakers, Riggers, Com-
mission - Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

- AH-MEN, HING-CHEONG & CO.**
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.
- E. HAUGHTON & CO.**
Naval, Military and Court, 18, Queen's Road,
Opposite Kuhn's Curio Store.

- HUNG YUEN.**
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

- TAK CHEONG.**
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery and Drapers, Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

- YEE SANG FAT & CO.**
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

- D. S. DADY BUEJOE, "LOS FILIPINOS,"**
Importer of the Best Manila Cigars, 25,
Pottinger Street.

- KRUSE & CO.**
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Cannington House, Queen's Road.

- VICTORIA CIGAR DEPOT.**
1 and 2, Legume Street East, AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Antonio, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

- H. PRICE & CO.**
12, Queen's Road
and Calle Anloague, Manila.

CUTLER, PALMER
& CO'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong. [42]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,

GENERAL STOREKEEPERS,

No. 11, Lee Yuen Street, East,

Hongkong, 25th July, 1900. [2074]

[ALL RIGHTS RESERVED.]

THE BRITISH ARMY.

H. O. AENOLD-FORSTER, M.P.

VI.

WHO IS RESPONSIBLE?

A QUESTION AND AN ANSWER.

In the present article it is proposed to ask a question, and, if possible, give an answer to it. The question is this: Who is responsible for the present condition of our military arrangements? It would be possible to give an answer to the question in two words, and to say *Lord Lansdowne*. There can be no doubt at all that under the law and constitution of the country, Lord Lansdowne, as Secretary of State for War, is primarily and solely responsible for the condition of the army, and for the way in which it is organised and administered. But such an answer is no sooner given than it is seen to be inadequate, and, standing by itself, without explanation, absurd. In a matter of this kind it is necessary to leave mere forms behind and to get to realities. It is true that Lord Lansdowne is by law responsible for whatever is well done, ill done, or left undone; and the fact, as we shall show, is not without importance; but there is no use in stating it unless we realise exactly what is meant by responsibility in this case, and to what extent the responsibility which the law places upon the Secretary of State is in fact shared by others.

THE SECRETARY OF STATE AND THE COMMANDER-IN-CHIEF.

As to the legal position there can be no doubt whatever. There was a time, not so very long ago, when the Secretary of State might have claimed that he was not answerable for the entire management of the army. As long as the Duke of Cambridge held the office of Commander-in-Chief, there was a real division of responsibility between the military head of the army and the Parliamentary head. Moreover, the Commander-in-Chief, up to the time of the Duke of Cambridge's resignation, had a power and authority which are denied to his successor, Lord Wolseley. It is necessary to explain the nature of the change that has been made. Up to the year 1895, when Lord Wolseley was appointed, the position of Commander-in-Chief was clear. He was responsible for the whole of the military management of the army, subject only to the Secretary of State to whom he had to report, and under whom he acted. But when the Duke's term came to an end a change was made, which experience has proved to be a very unwise one. Lord Wolseley, it is true, was appointed Commander-in-Chief, but his duties and his powers were not the same as those of his predecessor. Under the existing arrangements the Secretary of State for War is not bound to go to the Commander-in-Chief for advice about military matters, nor is he bound to take that advice when it is offered. On the contrary, the Secretary of State is now at liberty to ask the opinion of three or four different officers and officials at the War Office, without consulting the Commander-in-Chief at all. These officers and officials not only may, but do report to the Secretary of State without consulting, and sometimes without even informing the Commander-in-Chief. Of course the Secretary of State can accept their advice, or decline to accept it, as he pleases. Now it will be easily seen that from an arrangement of this kind certain consequences follow. In the first place the Commander-in-Chief, who, is, or ought to be, the best soldier in the army, has ceased to have any real responsibility whatever. In the old days, if he gave advice on a matter which he considered of vital importance, and the Secretary of State refused to accept it, he might if he chose resign, or if he did not resign might make use of his great position to get the matter reconsidered. Now, however, there is no reason why the Commander-in-Chief should concern himself about such matters. As long as he has got through his office work, there is no reason why he should take any further trouble. He is not consulted, and the views of the army upon military questions are given not through him but through his subordinates. If the Secretary of State chooses to accept the view of any of his subordinates, well and good; if, on the other hand, he prefers to reject it, well and good also, it is no business of the Commander-in-Chief. This is no fancy picture. On the contrary, it is well known that important steps have been taken altogether without the knowledge of, and without consultation with, the Commander-in-Chief. Perhaps it is right that they should have been so taken, but however that may be, it is clear that as between the Secretary of State and the Commander-in-Chief, the former has all the power and responsibility and the latter none.

THE SECRETARY OF STATE AND HIS ADVISERS.

But it will be said, if the Commander-in-Chief is not responsible, then the other military officials who advise the Secretary of State for War must be. This is quite a mistake. The fact is that under the present arrangement no one at all is responsible. The Secretary of State wants to be informed about some military question, and therefore consults two of the principal officials in the War Office. They are in no way responsible for any opinion they may offer, and whatever opinion they give, the Secretary of State is not bound to accept it. If, as is quite possible, they differ, then the Secretary of State can turn round and say "my military advisers have disagreed, and the matter can simply be let alone until they agree." And then an excuse is immediately provided for that ideal conclusion, so dear to the heart of the modern Minister, that the best thing to do is to do nothing. Again it will be seen that no one is responsible. The Commander-in-Chief is not responsible because no one has asked him, and moreover, it is not his business to give the views of the Army. The officers who give

their opinions are not responsible because they are only subordinates and have no duty at all in the matter, save to "speak when they are spoken to." The Secretary of State is not responsible, because, in the first place, he is not bound to take the opinion of his advisers, and in the second place, because those advisers differ. As long as the world remains as it is, there will always be such differences. Doctors, as we know, differ, but practically we do not on that account refuse to consult doctors or to take their advice; we go to the best man we can find, get his advice and follow it. If we find he is a bad doctor, and his advice is unsound, we change him. But in practice we find it necessary to trust somebody, and so it should be in our army organisation. If the Secretary of State were a soldier and could speak on military matters from his own knowledge and experience, he would be the man to consult and trust; he is not a soldier, and must therefore get his advice from someone who is. That person ought to be known, trusted and made responsible for his advice as far as it has to do with military matters. Until we adopt this plan in our army management, there will be no real responsibility.

LORD LANSDOWNE'S POSITION.

But though our new arrangements have made it easier than it was before for the Secretary of State to find an excuse for doing nothing, we must not forget that it is he, and he alone, who is really answerable for what is done and left undone. Sometimes talk about finding the right man to hang in case of a disaster. The phrase has done harm, because no one ever takes it seriously. Never by any chance is anyone made really responsible for anything connected with the Army, unless he is either dead, or in some very subordinate position—a colonel of a regiment, for instance—and can safely be made a scapegoat for the offences of others. As the public never takes the question of responsibility seriously, it is perhaps too much to expect that the Secretary of State should do so either, and it would not be hard to make a beginning with Lord Lansdowne, who is really no better and no worse than other War Ministers. Even if the whole Army were destroyed by the blundering of the War Office to-morrow, it would seem like a bad joke to hang Lord Lansdowne. "Everyone would say and feel that was a very hard measure, to hang a man who had really nothing whatever to do with the matter. Nevertheless, until we make a change in this faulty way of looking at the Ministerial responsibility, there will be no improvement."

AN APPEAL TO BUSINESS MEN.

It is hoped that these articles will be read by many persons who are engaged in business, either as employers or employed, and who have a practical knowledge of how work is done and ought to be done. To them we would appeal for an opinion as to the method in which the business of this country is done, or rather neglected. On the 12th February, Lord Lansdowne, speaking in the House of Lords, was pleased to remark, "We have been struck with the inadequacy of our reserves of many kinds of stores, and we are determined that we shall no longer be open to that reproach." On the 20th of the same month he referred to the great constitutional force of the country, the Militia. "The Militia," said he, "is below its establishment, and nobody regrets it more than I do, but it has been more or less below the establishment for many years past." Once more, speaking on the 25th May last, and describing the condition of the force left at home for the defence of these islands, after mobilisation, used these words, "It is said, why is it, if you have so many regulars at home, that you are obliged to fall back on the militia, and send out battalions to South Africa? I think the answer is obvious. These men—they number 92,000—were, of course, in no sense a field army; they include a large number of young soldiers, men who have not yet reached the age of 20, and who are therefore not fit to send out of the country on foreign service."

Now let us clearly understand what is the position of the speaker, what are the circumstances under which he speaks, and what is the story he has to tell. The speaker is the Secretary of State for War, a member of the British Cabinet, who receives £5,000 a year for the express purpose of managing our military affairs who is not only solely responsible for their management, but has supreme authority with respect to them. He is a favoured member of one of the most powerful Governments of modern times, and has been in office for five years without ever meeting with the slightest opposition. The occasion is the middle of a war in which our forces have suffered defeat and humiliation, and in which the organisation of the War Office has been justly criticised. The subject matter varies in the three cases.

FACTS OF ABSORBING INTEREST TO THOSE WHO ARE IN THE CLUTCHES OF RHEUMATISM.

One cannot be too quickly cured of Rheumatism. To get rid of those awful pains that make life a never ending series of torture, now mild, now excruciating, to-day in bed, to-morrow hobbling around in crutches—to be relieved of such a condition is always the happiest period of one's life. Little's Oriental Balm has effected thousands of wonderful cures of long standing cases of rheumatism, cases that were supposed to be hopeless and beyond the reach of medicine. The cures have been so complete and permanent that Little's Oriental Balm is undoubtedly the true specific to cure Rheumatism.

Mr. N. Bell, Westport, N. Y., says:—

"For 10 years I suffered from rheumatism, at times so severe that I could neither walk nor lie down. I used Little's Oriental Balm, and it completely cured me, notwithstanding that my case was chronic and baffled the skill of the best physicians." Sold at 1s. per bottle. Agents for Hongkong—The VICTORIA DISPENSARY, 1988-9.

up. So short was the supply of cartridges at the beginning of the war, that the volunteer ammunition and the reserve ammunition from the Curragh camp had to be withdrawn. Woolwich was employed night and day, turning out three and a half million cartridges and 13,000 rounds of shell per week, and every private factory was laid under requisition. The engineer portions had to be built; the very practice guns had to be taken away from the ranges, and the models from the museums. Orders have had to be given for 572 new guns. If, and when, an enquiry is held into the condition of our stores at the outbreak of the war, the public will be startled. Hundreds of people knew that this would be so, scores of competent people pointed it out over and over again. At the twelfth hour it struck Lord Lansdowne. The fact and the phrase are remarkable, but much more remarkable is the calmness with which this extraordinary confession has been received by the public. The manager of any private business who had so acted would be instantly, and rightly, discharged. So would Lord Lansdowne if we regarded his responsibility as anything more than a joke.

THE MILITIA.

Now let us turn to the question of the Militia. For years past the Secretary of State has known that the Militia was some 30,000 under strength, so indeed has everybody else. But the Secretary of State has not only known it, he has been all along regretting it, but not till the 20th February last, in the crisis of a war, did that regret find expression, and never during the whole five years during which Lord Lansdowne has been aware of and has been regretting the condition of the Militia, has he done one hand's turn to mend its fortunes, to increase its efficiency, or to improve its organisation. For "Lord Lansdowne," read a railway or bank manager, the bull of an estate, the foreman of a machine room, and what should we say to an answer similar to that given above? Let any business man, or any man who has ever earned a day's wages give a reply.

THE DEFENCE OF THE UNITED KINGDOM.

And lastly, for space and not the number of examples fails, what are we to say of the last pronouncement, the calm admission that at a time when all Europe may be in arms against us almost any day, the United Kingdom is left with 9,000 men and boys, admittedly unorganised, admittedly unfit, admittedly useless? The situation is correctly described by Lord Lansdowne, and it is the direct and necessary consequence of the organisation for which no one is responsible. And yet he is permitted to call attention to the matter as if he were a detached critic three doors off usually mentioning that the washing was blowing off Mrs. So-and-So's clothes-line.

There are many persons to whom the responsibility should be brought home, but first and foremost the Secretary of State, whoever he is, must be made to understand that if he has great powers, he has also great duties. Until this conviction is borne home, it is idle to expect any improvement.

THE CABINET COMMITTEE OF DEFENCE.

But it will be said that the Secretary of State is after all not solely responsible, that over and above Lord Lansdowne, there is "The Committee of Defence" of the Cabinet. It is ill to speak evil of dignities, but it is not to speak of this particular institution seriously. It is a joke, and a very bad one. The task of organising the defence of this great Empire, and of settling the principles upon which it shall be defended, is one which can only be satisfactorily performed, if at all, by men who have devoted a lifetime to study and practice of the art of war in all its developments. In Germany a life-long training, under the best teachers, is not considered too much to qualify a man for a position on the General Staff. The problems with which we have to deal are far more complicated than those which confront the German Staff, and what is our machinery for dealing with them? We have The Committee of the Cabinet on Defence. What is the composition of this little known body? It comprises The Duke of Devonshire, President of the Council, Mr. Balfour, the Leader of the House of Commons, Sir Michael Hicks-Beach, the Chancellor of the Exchequer, Mr. Goschen, the First Lord of the Admiralty, and Lord Lansdowne, Secretary of State for War. This body, it is rumoured, occasionally meets, we are told, that it keeps no minutes, and apparently it can add to its number by ringing the bell and sending for the Commander-in-Chief, or the First Sea Lord, if it thinks it worth while to consult them. There must be no misapprehension with regard to this committee. As a means of communication between the Executive Government and the naval and military authorities, it has its place in a constitutional country, but as a substitute for the General Staff, a body really capable of organising the defence of this country, it is a grotesque imposture; and yet, amazing as it may seem, there is no other body in existence which, even according to our glorious system of make-believe, is supposed to perform the enormously important duties to which reference has been made.

It must not be supposed that the question to which this article is devoted is, or can be exhausted within the limits assigned, but enough has been said to show that, while in theory there is plenty of responsibility, in practice there is none, and that until the public chooses to take a more serious view than it has hitherto taken of the non-performance of duty by its paid servants, there is not much chance of substantial improvement.

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YEE SANG & CO.

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Large Stocks Every Description of Coal.

Address—Care of Messrs. Kwong Sang & Co.

No. 68, PRAYA. [22]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched on MONDAY, the 20th August, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2103]

THE CHINA HUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship

"TEENKAI."

Davies, Commander, will be despatched as above on THURSDAY, the 23rd inst.

For Freight, etc., apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 8th August, 1900. [2171]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.

GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IBOSHIMA MARU S. Yoshizawa	{ KOBE and YOKOHAMA	{ TUESDAY, 14th Aug., at DAYLIGHT.
ANAGAWA MARU J. MacKenzie	{ MARSEILLES, LONDON, and AMSTERDAM, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	{ FRIDAY, 24th Aug., at DAYLIGHT.
ASAGA MARU E. Wilson Haswell	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	{ FRIDAY, 24th Aug., at 4 P.M.
STAMI MARU J. Thom	{ NAGASAKI, KOBE and YOKO- HAMA	{ SATURDAY, 25th Aug., at NOON.
RIKJUN MARU J. W. Ekstrand	{ VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA	{ MONDAY, 27th Aug., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's General Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 6th August, 1900.

[12]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line prepared to issue THROUGH BILLS LADING for all the principal ports in THE AFRICA, in connection with INDO-NA STRAM NAVIGATION CO.'s fortnightly steamer hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

Freight and further particulars apply to

DODWELL & CO. LIMITED

General Agents for China and Japan.
Hongkong, 4th August, 1897.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRAVELLI"

Captain W. B. Craven, will be despatched as above on or about the 24th August.

For Freight, apply to

TARDINE, MATHESON & CO.,

Agents

Hongkong, 26th July 1900

TODA

VESSELS ON THE BERTH
CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"CARLISLE CITY" { On 13th Aug.
at NOON.
"BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "CARLISLE CITY"
will be despatched for SAN DIEGO
AND SAN FRANCISCO, VIA SHANGHAI,
MOJI, KOBE, YOKOHAMA AND HONO-
LULU, ON MONDAY, the 13th August, at
NOON.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 10th August, 1900. [14]

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th August, 1900,
at 1 P.M., the Company's Steamship
"ANNAM," Captain Poydenot, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.
This Steamship connects at COLOMBO with
the S.S. Australia, which vessel takes on her
Passengers and Mails, leaving that port on the
25th August direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 12th
August. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 31st July, 1900. [2]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
MANILA, SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ, PORT SAID, FUME
AND TRIESTE.

(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, CALCUTTA, MADRAS,
PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, MALTA, VENICE
and Adriatic Ports).

THE Company's Steamship
"FRANZ FERDINAND,"
Captain G. Costanzo, will be despatched as
above about THURSDAY, the 15th inst.

Silk and Valuable cargo transhipped on arrival
at Bombay into an accelerated liner.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 11th August, 1900. [6]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS.
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship
"MALTA,"
Captain F. J. Cole, R.N., carrying Her
Majesty's Mails, will be despatched from this
port for Bombay on SATURDAY, the 18th August,
1900, at NOON, taking passengers and cargo for
the above ports.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required. Shippers are
particularly requested to note the terms and
conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 6th August, 1900. [1]

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAIWANFOO.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 22nd
August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th August, 1900. [143]

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched as above on
WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th July, 1900. [2078]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR QUEENSLAND PORTS, SYDNEY,
AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched as above on
WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.

A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd July, 1900. [2048]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"RICHMOND CASTLE,"
will be despatched for the above port on or
about the 20th August, and will be followed by
the Steamship
"MARIA DE LARRINAGA,"
For Freight, apply to
DODWELL & CO., Ld.,
Agents.

Hongkong, 4th August, 1900. [2054]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"RHIPHEUS,"
will be despatched as above on TUESDAY, the
21st August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1900. [1988]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yama-
hama and Honolulu) SATURDAY, Aug. 25,
at NOON.

CITY OF Peking (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yama-
hama and Honolulu) TUESDAY, Sept. 18,
at NOON.

CHINA (via Shanghai,
Nagasaki, Kobe, Inland Sea, Yama-
hama and Honolulu) SATURDAY, Oct. 13,
at NOON.

THE Company's Steamship "CITY OF
RIO DE JANEIRO" will be despatched for
SAN FRANCISCO, VIA SHANGHAI,
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA AND HONOLULU, on SAT-
URDAY, the 25th August, at NOON.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of this Company,
Queen's Building.

C. L. GORHAM,
Acting Agent.
Hongkong, 23rd June, 1900. [5]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched on
FRIDAY, the 17th inst., at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th August, 1900. [2176]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR BATAVIA, SAMARANG AND
SOERABAYA.

THE Company's Steamship
"SHANTUNG,"
Captain Quail, will be despatched as above
on MONDAY, the 3rd prox.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th August, 1900. [2159]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
Taking Cargo at LONDON Rates.
THE Company's Steamship
"IKION,"
Captain Thompson, will be despatched as above
on TUESDAY, the 18th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th August, 1900. [2181]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barwise, will be despatched as above
on TUESDAY, the 18th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1900. [3]

VESSELS ON THE BERTH
AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE
VIA KAOCHIAU.
THE Company's Steamship
"CHINA,"
Captain R. Mayer, will leave for the above
places on WEDNESDAY, the 15th inst., P.M.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 10th August, 1900. [2183]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yama-
hama and Honolulu) THURSDAY, Aug. 16,
1900, at NOON.

AMERICA MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yama-
hama and Honolulu) TUESDAY, Sept. 11,
1900, at NOON.

HAKONE MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yama-
hama and Honolulu) SATURDAY, Oct. 6,
1900, at NOON.

THE Twin Screw Steamship
"NIPPON MARU"
will be despatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, AND HONO-
LULU, on THURSDAY, the 16th August,
1900, at NOON, taking Freight and Passen-
gers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

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C. L. GORHAM,
Acting Agent.
Hongkong, 23rd June, 1900. [5]

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FOR MANILA.
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Agents.

Hongkong, 9th August, 1900. [2176]

CHINA NAVIGATION COMPANY,
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FOR BATAVIA, SAMARANG AND
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Agents.

Hongkong, 8th August, 1900. [2159]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
Taking Cargo at LONDON Rates.
THE Company's Steamship
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on TUESDAY, the 18th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th August, 1900. [2181]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barwise, will be despatched as above
on TUESDAY, the 18th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1900. [3]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).
THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above on
TUESDAY, the 14th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1900. [2083]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews of
the following Vessels during their stay in
Hongkong Harbour:

J. P. HITCHCOCK, Amr. ship, Gates—Siems-
sen & Co.
NORWOOD, British ship, Thos. Roy.—Order.
PENNSYLVANIA, Amr. transport, J. A. Brocm-
head.—Bismarck & Co.

NOTICES TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, ANT-
WERP, PENANG, AND SINGAPORE.

THE N.G.L. Steamship
"MARBURG,"
Captain v. Binzer, having arrived from the
above ports. Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to take
immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.
TO-DAY.

All Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 17th inst. will be subject to
rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.
Hongkong, 10th August, 1900. [2189]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SHANGHAI,"
FROM LONDON, PORT SAID, SUEZ
AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.

Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 9th August, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ HEINRICH,"
OF THE NORDDEUTSCHE LLOYD.

The above named steamer having arrived,
Consignees of cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th August will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 14th August, and
THURSDAY, the 16th August, at 9.30 A.M.

All claims must reach us before the 19th
August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHE LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 8th August, 1900. [8]

NAVIGAZIONE GENERALE ITALIANA
(FIATTO AND RUBATTONI UNITED
COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE RE.
THE Steamship
"BORMIDA,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence delivery
may be obtained. Perishable Goods to be taken
delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within seven days
after the vessel's arrival here, after which no claims
will be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant will be subject to rent.

Bills of Lading will be countersigned by
CARLOWITZ & CO.,
Agents.

Hongkong, 7th August, 1900. [7]

THE CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CH

